

AMENDMENTS TO THE CLAIMS:**JC17 Rec'd PCT/PTO 17 JUN 2005**

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-16 (canceled).

17. (new): A display device for terrain anticollision equipment carried onboard an aircraft detecting the risks of collision of the aircraft with the terrain and/or ground obstacles by comparison, of at least one protection envelope constructed around the short term predicted trajectory of the aircraft, with a representation of an envelope of the terrain and/or of the ground obstacles overflowed and by detection of the intrusion, into the said protection envelope or envelopes, of the terrain and/or of the ground obstacles overflowed, the said display device displaying, on one or more screens installed onboard, an image representing in at least two dimensions of the envelope of the terrain and/or of the obstacles, in the form of superposed slices assigned false colors and/or various textures and/or symbols referenced with respect to a reference display altitude, and comprising:

means for adjustment that vary the reference display altitude when a risk of terrain collision is detected, with respect to an altitude related to the instantaneous altitude of the aircraft and/or with respect to a short term predicted altitude for the aircraft.

18. (new): The device as claimed in claim 17, wherein the means for adjustment of the reference display altitude switch instantaneously, at the moment of the detection of a risk of terrain collision, between the value of the altitude related to the short term predicted altitude for the aircraft and the instantaneous altitude of the aircraft.

19. (new): The device as claimed in claim 18, wherein the switching of the means for adjustment is triggered at the start of a next cycle of refreshing of the image on the screen or is displayed the image.

20. (new): The device as claimed in claim 17, wherein the means for adjustment of the reference display altitude provide for a gentle transition, onward of the moment of the detection of a risk of terrain collision, between the value of the short term predicted altitude for the aircraft and the altitude related to the altitude of the aircraft.

21. (new): The device as claimed in claim 17, wherein the means for adjustment of the reference display altitude initially give the latter, at the moment of the detection of a risk of terrain collision, the value of the short term predicted altitude for the aircraft.

22. (new): The device as claimed in claim 17, wherein, if aircraft was climbing or holding level at the moment of the detection of a risk of terrain collision and maintains or accentuates the climb after the detection of the risk of terrain collision, the means for adjustment of the reference display altitude fix the value of the reference display altitude at value at the moment.

23. (new): The device as claimed in claim 17, wherein, if the aircraft was climbing or holding level at the moment of the detection of a risk of terrain collision and attenuates the climb after the detection of the risk of terrain collision, the means for adjustment of the reference display altitude slave the reference display value to the value of the short term predicted altitude for the aircraft.

24. (new): The device as claimed in claim 17, wherein, if the aircraft was climbing or holding level at the moment of the detection of a risk of terrain collision and begins to descend, the means for adjustment of the reference display altitude slave the value of the reference display altitude to the instantaneous value of the altitude of the aircraft.

25. (new): The device as claimed in claim 17, wherein, if the aircraft was climbing or holding level at the moment of the detection of a risk of terrain collision and when the instantaneous altitude becomes greater than the last value taken by the reference display altitude, the means for adjustment of the reference display altitude slave the value of the reference display altitude to the instantaneous value of the altitude of the aircraft.

26. (new): The device as claimed in claim 17, wherein, if the aircraft was descending at the moment of the detection of a risk of terrain collision and accentuates its descent after the detection of the risk of terrain collision, the means for adjustment of the reference display altitude slave the value of the reference display altitude to the value of the short term predicted altitude for the aircraft.

27. (new): The device as claimed in claim 17, wherein, if the aircraft was descending at the moment of the detection of a risk of terrain collision and attenuates the descent after the detection of the risk of terrain collision, the means for adjustment of the reference display altitude slave the reference display value to the value of the short term predicted altitude of the aircraft.

28. (new): The device as claimed in claim 17, wherein, if the aircraft was descending at the moment of the detection of a risk of terrain collision and begins to climb, the means for adjustment of the reference display altitude slave the value of the reference display altitude to the instantaneous value of the altitude of the aircraft.

29. (new): The device as claimed in claim 17, wherein, if the aircraft was descending at the moment of the detection of a risk of terrain collision and when the instantaneous altitude becomes less than the last value taken by the reference display altitude, the means for adjustment of the reference display altitude slave the value of the reference display altitude to the instantaneous value of the altitude of the aircraft.

30. (new): The device as claimed in claim 17, wherein the means for adjustment of the reference display altitude switch instantaneously, at the moment of the disappearance of a risk of terrain collision, between the value of the altitude related to the instantaneous altitude of the aircraft and the value of the short term predicted altitude for the aircraft.

31. (new): The device as claimed in claim 30, wherein the switching of the means for adjustment is triggered at the start of a next cycle of refreshing of the image on the screen or is displayed the image.

32. (new): The device as claimed in claim 17, wherein the means for adjustment of the reference display altitude allow a gentle switching, onward of the moment of the disappearance of a risk of terrain collision, between the value of the altitude related to the instantaneous altitude of the aircraft and the value of the short term predicted altitude for the aircraft.